

MAR 1952

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 CENTRAL INTELLIGENCE AGENCY
 INFORMATION FROM
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

50X1-HUM

COUNTRY USSR

SUBJECT Economic; Technological - Motor vehicle industry

DATE OF INFORMATION 1950 - 1953

HOW PUBLISHED Daily newspapers

DATE DIST. 26 Nov 1953

WHERE PUBLISHED USSR

NO. OF PAGES 2

DATE PUBLISHED 10 - 29 Jul 1953

LANGUAGE Russian

SUPPLEMENT TO REPORT NO.

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SOVIETS DEVELOP TRUCK UNLOADER. PRODUCE PASSENGER VEHICLES

MINISTRY RED TAPE BLOCKS PRODUCTION OF NEW DEVICE -- Moscow, Vechernyaya Moskva, 13 Jul 53

In July 1950, N. Z. Kronik completed the sketches of a simple device for unloading goods from GAZ-51 trucks. Kronik's invention consists of two steel rails that can be extended from under the truck body into store basements by pressing a button in the truck's cab. Goods are unloaded from the truck on a special cart that rolls down the rails.

Kronik first submitted his invention to the Moscow Administration of Food Trade Organizations, which agreed to build an experimental model of the device. After many months' delay, an experimental model of the truck unloader was built, and on 4 February 1952, the administration reported to the former Ministry of Trade USSR that the device shortened unloading time, reduced the number of workers required for unloading, and protected goods from damage.

From the former Ministry of Trade USSR the sketches were sent to the former Ministry of Motor Vehicle and Tractor Industry, where Armand, deputy chief of the Technical Division of that ministry, decided that an expert scientific opinion of the device was needed. Accordingly, he sent the sketches to NAMI (Scientific Research Motor Vehicle and Motor Institute). On 24 May 1952, Tomilin, an engineer of NAMI, recommended Kronik's device for production. However, it was not until 4 months later that Krylov, deputy minister of the former Ministry of Motor Vehicle and Tractor Industry, ordered the L'vov Bus Plant to equip two experimental models of GAZ-51 trucks with the unloading devices by 1 November 1952. Kronik and his associates found it hard to understand why a plant in L'vov should be assigned to re-equip trucks built in Gor'kiy.

- 1 -

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On 6 September 1952, N. Malyshev, a chief engineer of the L'vov Bus Plant, requested Kronik to send the technical documentation for the device to the plant, which is located on 45 Striyskaya ulitsa in L'vov.

On 27 December 1952, Doyenin, chief engineer of (the former) Glavavtozavodov (Main Administration of Motor Vehicle Plants), notified the L'vov Bus Plant that the two trucks equipped with Kronik's device were to be built and tested by 1 May 1953 in compliance with order No KZ-4180 issued by Deputy Minister Krylov on 22 December 1952.

On 11 May 1953, Garbuzov, chief engineer of Glavavtoprom (Main Administration of the Motor Vehicle Industry), ordered the L'vov plant to complete the experimental models and submit results of testing by 15 June 1953. The L'vov plant did not answer this letter.

On 3 July 1953, 3 years after the invention of the truck unloader, Armand, acting chief of the Technical Division of Glavavtoprom, informed Kronik that he had ordered Kashkadamov, director of the L'vov Bus Plant, to complete work on the device immediately. This is small comfort to the inventor, for "immediately" has become a very flexible concept for officials fond of red tape.

TO PRODUCE GAZ-69 -- Moscow, Pravda, 11 Jul 53

Production of the GAZ-69 motor vehicle will begin at the end of July.

AUTOMATIC PAINTING UNIT -- Moscow, Vosternyaya Moskva, 29 Jul 53

The Gor'kiy Motor Vehicle Plant (imeni V. M. Molotov) has set up an automatic unit for painting parts in a high-voltage electrical field. Parts enter the spraying chamber on a conveyor belt and pass through an electrical field of up to 140,000 volts. At the same time, a sprayer surrounds the slowly rotating part with a fine mist of paint.

MECHANIZE WHEEL PRODUCTION -- Frunze, Sovetskaya Kirgiziya, 10 Jul 53

In 1952, the Moscow Small Displacement Motor Vehicle Plant set up a constant flow line for making wheels. Each wheel weighs 28 kilograms and has to be moved about a dozen times in production process. The entire process has now been mechanized, and the workers do not have to touch the wheels from the time the metal stock enters the line to the time the finished wheel is put on a hook conveyor and carried to the assembly line.

BUSES FOR KUYBYSHEVSKAYA GES -- Moscow, Vosternyaya Moskva, 13 Jul 53

The Moscow Aremkuz Motor Vehicle Body Repair Plant of Mosgorispolkom recently completed 18 buses, built on GAZ-51 truck chassis, for the Kuybyshevskaya GES project, and 20 buses for the Stalinogorskigol' Trust.

The plant is now building two electric power service trucks for the Kuybyshevskaya GES project.

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